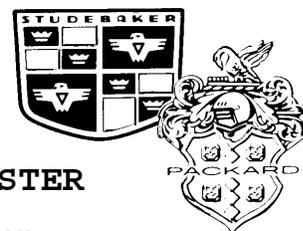


56J ONLY

THE PERIODIC NEWSLETTER OF THE
1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

1996, 1997 Old Cars Weekly Golden Quill Award Winner



NUMBER 035

ESTABLISHED JANUARY 1, 1989

FEBRUARY 2000

FIREMAN SAVE MY GRILLE !

Restoring the '56 to '61 Hawk grille

By Phil Brandt

I haven't seen a NOS Hawk grille for sale since at least some time in the early 1980's. In the off chance that one would show up, my heart probably wouldn't hold up under the strain of the asking price. The only alternative is to restore a used grille. The results of a couple of hours work and the right chemicals are quite gratifying. My method uses no abrasives so you won't be removing any of the precious chrome that is left on the part.

Assuming that you have a solid grille that is straight but most likely grey looking, you will need the following supplies:

1. 2 or 3 cheap sponge tipped paint applicators 1/2" to 1" wide
2. Safety glasses, goggles, or spectacles
3. Rubber gloves
4. Bottle of "The Works" tub & shower cleaner (green label ONLY)
5. Small file (Ignition file works fine) or emery board
6. Q-tips (a few)
7. Hobby paint brush or toothpicks
8. Small quantity of silver paint

Start by running the file or emery board in and out of every one of the 200+ cavities that make up the grille. Be sure to hit all four sides of each cavity. The purpose of this operation is to knock off the little "nibs" of corroded pot metal that seems to grow in these spaces. If you are lucky enough to have a grille that was never introduced to road salt you may be able to skip this operation.

[This next operation should be done outside, or in a garage over a floor drain or drip pan, or in your bathtub provided you have adequate ventilation. In addition you should be wearing eye protection and rubber gloves].

Dip the sponge applicator in the tub & tile cleaner and run it in and out of the cavities and over the chrome outer surfaces. Don't try to do the whole grille at once! It's best not to let the cleaner dry on the chrome surfaces. So work on

perhaps 1/8 of the grille then rinse that area thoroughly with water. You will have to use the Q-tips to get into the small triangular spaces at the grille's outer edges. When you are through with the entire grille, wash it off with a soapy solution, rinse well, and let it dry. If this sounds like too much work, you can spray the cleaner on, but I don't think the results will be quite as good as the scrubbing method.

Your grill will now look much better than when you started. If you want to go for show quality, you will need to use a small paint brush or a toothpick to apply the silver paint to the imperfections inside the grille cavities (the "nibs" you scraped off).

You are done - and ready to tackle another Studebaker project!

56J FRONT FENDER ADJUSTMENT

By Gary Capwell

I thought I'd give that question in our newsletter about adjusting 56J front fenders a go! The front fenders on a 56J can be adjusted...if they aren't rusted on!

The probable cause of the body man's assumption that the fenders are welded in place is that, unlike most newer cars, the inner fenders are part of the fender (and ARE spot welded to the outer skin). One fender can be shimmed up, or the spacing washers can be removed as needed to lower the fender - this is the front fender mount area at the frame above the bumper brackets - of course, the fender must be loosened completely-front and rear to accomplish this! Also the rear of the front fenders have elongated mounting holes for minor up and down adjustment.

Between these two adjustment areas the angle and level for the front fender is quite widely adjustable, don't forget to

loosen the inner fender to firewall three bolts!!! I believe the shop manual shows all this, but of course the body man probably doesn't have one. Take him the book next time!

Oh, I finally found who asked. It was Charles Payleitner, and his wouldn't be the first Studebaker that needed its fenders adjusted back when it left the factory!

EXPERIMENTS WITH ULTRAMATIC "MORNING SICKNESS

by Brent Hagen

The previous issue of "56J Only" had an article dealing with 56J morning sickness. Whereas the cause has yet to be determined, some 56J owners are determined to stop the symptom, which is transmission fluid spilling out the dip stick upon start up. This usually occurs a week or more since the car was last driven.

Puke kit-I featured a stopper placed in the top of the dipstick with a clear plastic tube running from the stopper part way up the firewall. Test trials by Frank Ambrogio and myself revealed that the transmission fluid failed to rise up the plastic tube.

This prompted puke kit-II. Puke kit-II is more simplified. It features a rubber stopper with a slit cut in it. Simply remove the existing felt gasket in your ultramatic dip stick & slide the rubber stopper up the dip stick. Re-insert the dip stick into the Ultramatic filler tube making sure it is in tight.

I consulted with a former Packard ultramatic mechanic to see if puke kit-II could cause any problems. He said that since there is a breather on the ultramatic, everything should be ok. Just make sure you don't over-fill your 56J ultramatic with transmission fluid.

The rubber stopper I used was 3/4" diameter at the top and 5/8" diameter at the bottom. The slit for the dip stick to slide through was cut with an Exacto knife. So far, after six weeks, I have not experienced any 56J Ultramatic morning sickness. I can make the kit for anyone who doesn't want to do his own. See the want ad section.

MORE 56Js FOUND

The list keeps growing

I've made mention several times of the list in the December 1973 issue of *Turning Wheels*. That list, submitted by Vince Habel, included a roster of known 1956 Golden Hawks and their owners. I've also

mentioned that we have been able to track down 5 cars from that list of 19 cars.

New member William Hunt of Sparland IL reported in last October and listed his car as serial # 6031675. In the December 1973 issue, this car was listed as owned by Nancy and Joe Bacon of Indianapolis IN. William indicated that the production order shows the car was shipped to Franklin, Indiana in January 1956.

Then, on December 2, 1999, new member Tom Gibilisco of Los Angeles CA, registered through the web site. He owns serial # 6800513 which was also on that 1973 list. Tom states that the car was "Bought new by my father. Still in family."

This brings the number of cars from that list, which are currently registered with us, to 7. Two others have been reported, but their owners have not responded to my queries. A third car was registered with us in the early 1990s, but the owner and the car have disappeared.

DINNER IN MADISON

Annual 1956 Golden Hawk Members' dinner

In looking at the schedule for the Studebaker Drivers Club's International Meet, Wednesday looks like the best day for our annual dinner. We will probably have dinner at the host hotel, unless someone in the Madison area wants to take charge and set something up for us.

I'll post a sign up sheet on the bulletin board in the hospitality room or the lobby. Dinner will probably be about 5:00 P. M.

THE MAILBAG

Letters are always welcome. If you need help or can offer advice, share it with the membership.

(Edited as required.)



Gary Capwell October 4, 1999

Hi Frank, sorry I missed you at the International meet, family problems kept me away, even though I really wanted to be

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there!!! The 56J has over 1000 miles on her new motor now, and is running fine, although I need to replace the drive lines carrier bearing real soon. I found that two places advertise new manufacture engine bearings for packards. Terrill Machine Inc, Rt. 2, Box 61, DeLeon TX. 76444. phone (254)893-2610 and Chirco Automotive, 9101 East 22nd Street, Tucson, Arizona 85710. Tel (520)722-1984 Email - tucpackard@aol.com, just in case anyone needs some, I used Terrill for my .010 Mains and was extremely happy with their prices and their quality. I agree don't waste your time with new old stock Packard V8 bearings if you can help it, even the old Packard mechanics will tell you they were not up to the job new!

DAN WENDEL FORT COLLINS COLORADO
June 6 1999

I thoroughly enjoy your newsletter. Enclosed find a check for your expense fund. My brothers and sisters were born practically next to the Studebaker Plant in South Bend, in the 40s and 50s.

Most Studes had rusted away by the time I was driving in the 60s. My first Stude, a 56 Golden Hawk had been driven very hard, tired engine, broken frame, no 2nd gear in the 3 speed OD. But in Laramie WY, where I was attending college, there were machine shops that understood Packard engines and welders that would weld frames.

My first engine rebuild was that Packard next to the basement that I rented. Broke the engine in towing a 60 Hawk and my stuff at the end of the school term. Couldn't shut off the engine as the starter died in Omaha NE. Didn't burn oil. Sold that car and a running, driving 57 Golden Hawk to someone in the South Bend area around 1970. It was metallic green and white, OD, no power accessories, and had disc brakes on the front. It should be in your roster, but after that time span, it could be anywhere.

I always love the notes that begin in club newsletters and national magazines that begin with "I just had my *whatever professionally rebuilt* and now it is worse than before", or even worse, "has just self destructed." I, as a hobbyist, have a mechanic, machinist, body man, who likes the odd ball stuff and doesn't dismiss them as bad. You still need to educate yourself and learn enough skills to judge and recheck another's work.

My brother and I have approximately 80 project and parts cars from 1928-1965 and don't actively advertise, preferring to trade and work within clubs.

As a service to Studephiles he does machining and I do sandblasting, welding, and mechanical work. We have a trailer and truck for people broken down in the area, plus plenty of parking and camping spots. I

also collect old RVs, so always have a vintage bed for emergency guests.

Again, thanks for the newsletter, and I would like to find the whereabouts of my old 56 GH.

JOE HALL 29 PALMS CALIFORNIA
October 24, 1999

Sorry I missed South Dakota. We were looking forward to meeting the 56J owners there. Can't wait to finish 30 years in the USMC; we're saving all the money and vacation time we can. Next year, at Wisconsin should be retired; looking to start a new career!

Just finished a small project on the 56J I thought I'd write about. Installed a "new" vibration dampener that I bought from Brent Hagen (fellow 56J owner) and can't believe the difference! It does EVERYTHING better! Before it used to vibrate terribly when starting out, forward or reverse (3spd/OD), now it feels like a new car. I can't believe the difference!

Several years ago I wrote how to "save" the dampener by installing screws behind the collar to keep it from walking off the pulley. That was a MISTAKE! Knowing what I know now, I advise replacing the dampener at first sign of failure. The difference is remarkable! It's also not too expensive; in Hemming Motor News there's a guy in NorCal who reconditions them for only \$70!

I found several good sources in Hemming's Motor News to have my harmonic balancer rebuilt, and I called several of them. Though I didn't use any of them (the damper from Brent Hagen was like new) the best deal sounded like a guy in California called the "Damper Doctor." He really gained my confidence in our phone conversation. His price was competitive (\$90) and turn around time was the best (1 day.) He's in Redding, CA, phone number (530) 246-2984, e-mail: damperdoc@aol.com.

Another guy in North Carolina may be more convenient for you, he uses the same rebuild method as the guy in California and is \$20 cheaper, but his turn around time is two weeks. His info: Winslow Mfg. Co., (919) 790-9713.

Also, removed the rocker arm assemblies and studied them closely for what I believe to be a problem with lack of lubrication to the valve stem ends/rocker arms. Had them apart four times! Also compared them with a set from a 1955 Packard V8. The 1955 has one 3/32" drilled into the rocker arm shaft at the bottom (wear point) of each rocker arm (eight per side), and shows signs of severe oil starvation to the valve stem ends/rocker arms. (This engine has less than 25K miles on it!)

The 56J 352 has two 1/16" holes drilled in each rocker arm portion of the shaft; one for each push rod and one for the wear point at the bottom of each rocker arm (sixteen per side), but still, none for the valve stem. This engine also, after only 35K miles since rebuild, shows signs of severe oil starvation to the valve stem end/rocker arm.

I tried to drill eight additional holes in each shaft, one for each rocker arm/valve stem: no way, the shaft is way too hard for anything I have; i.e. cobalt or titanium drill. I do believe that would fix the problem though.

Without some kind of fix, it's hard to imagine the Packard V8 going over 75K miles without catastrophic failure of the valves/rockers, due to oil starvation.

I also now know why the (later introduced) valve spring "shrouds" were introduced; they keep oil from dripping on the valve springs/stems, resulting in poor oil mileage/fouled spark plugs. As long as they're not installed upside down, as mine were! (The 56J manual does not cover these.)

Perhaps these are some of the reasons why (in addition to the ultramatic) there aren't many high milage 56Js around. Does anyone have a 56J with over 200K miles on it? Without major rebuild? Or even 100K?

BILL LADROGA SARASOTA FLORIDA

October 30, 1999

I might have mentioned before that I had a problem with my vibration damper last year. A noise was coming from the front of the engine that sounded like a bad water pump bearing so I replaced the pump with a NOS pump that came with the car. The noise was still there. We checked everything more closely and found that the front crankshaft pulley was loose. Doug Graybeal, my Studebaker mechanic here in Sarasota, tightened the crankshaft bolt last year and the noise stopped.

When we got back to Florida this season, I started the car and the noise soon came back. I went back to Doug and he tightened the bolt again. The noise stopped again. I wanted to take the damper and pulley off and check it, but I didn't want to do that until I had replacement parts, just in case I had a problem with the parts. I checked with Stephen Cade of Stephen Allen's Auto in Gainesville, but he didn't have them. He gave me the name of Gary Thomas in Illinois, (847) 432-8865. Gary is a Packard V-8 guru and I called him to discuss the problem. He thought that it might be bad rubber between the flywheel and the pulley of the vibration damper, and tightening the bolt merely squashed out more rubber. Gary

doesn't sell parts, so he didn't have what I needed either.

I checked with our mutual friend in Sarasota, Tom Kaiser of the Florida Packard Club, and lo and behold, Tom "just happened" to have a 56J Packard V-8 in his barn! We removed the vibration damper, P/N 440715, from the engine and it had a two sheave pulley bolted in front of it instead of a one sheave S-P power steering pump pulley, P/N 455815. The two-sheave pulley has the part number SCCO 126647 cast into it and I'm wondering what it's from. The only thing I can figure out is that it might be a two sheave pulley for a car with power steering and an air conditioning unit, but we know that A/C wasn't available for the 56J because of hood clearance. Anybody in 56J land have a clue?

The rubber on the damper appears to be okay, so I'm going to have Doug Graybeal take out my old unit and replace it with this one. I'd like to have my radiator re-cored from the present 3-tube to a 4-tube core so that the car will run a little bit cooler anyway, so it'll be good timing to do both jobs.

I'm going to have to wait until we get the old damper and pulley off the car, but I have a suspicion that the crankshaft bolt loosens up and the outer pulley is moving against the damper. There's only a little dimple on the damper-to-pulley mating surface of the outer pulley that fits into the damper key way slot to keep the two from moving. The tightened bolt is supposed to take most of the force.

Incidentally, Tom tells me that the Packard V-8 is for sale. It needs work, but it turns over freely. If anyone needs a spare engine, have them contact Tom in Sarasota at (941) 371-0070. I told him that I'd tell you about the engine being for sale. You might want to put it into the newsletter.

TOM CLARKE MILES CITY, MONTANA

November 20, 1999

I have already used your manuals and interchange information extensively, Frank, and I have only begun the process of restoring my 56J.

There are some needs that I can identify right now, even though they won't be needed for a long time. One is the steering wheel, which I picked up lots of information about from your past newsletters that I downloaded. Others are a taillight lens (p/n 1312694), as I have a broken one. Do you know if anyone has done a reproduction of those?

Others are the hood emblem (p/n 1314307) and the trunk emblem (p/n 1314309), as both of those have suffered from the ravages of

time and outdoor weather. Plastic is fractured and colors have faded. Are you aware of anyone that has done reproductions of those, or who can restore them.

I don't mean to turn you into a restoration clearing house, and if this is not something you do, perhaps you can publish these 3 items in your next newsletter want ads, and we'll see if anything comes back.

DWAYNE JACOBSON STEVENS POINT WI

November 25, 1999

I just got on the internet today. What a great Web Site! I will put it to use. Hope things are going well. My GH is now in primer. It has been a long haul. I am in need of a new cam gear part # 440843 and some main and rod bearings (0.020 to 0.010 if possible). I have some GH parts for sale also. They are a hood, deck lid, lower outer door moldings, and some 352 0.20 over pistons and a 374 block. Thanks for continuing the good work. My address is 1817 Miller Court, Stevens Point, WI 54481. Phone 715-341-9470 and my e-mail address is studebaker@g2a.net. Thanks Dwayne.

PHILIPPE HANS LAKE FORREST, IL

November 29, 1999

Since I replaced the break shoes on my 56J last fall, the breaks squeak something terrible, particularly when first backing out of the garage, but also at every stop. Any suggestions?

FRANK KERTIS VICKSBURG, MS

November 11, 1999

Hello. I have often wondered if you were on the internet. This is great. My name is Frank Kertis. Five years ago I purchased James McKnight's 56J for my wife. VIN 6030654. I am very interested in keeping membership in the 56J club. What is the cost, where do I send my check, who do I make it out to, etc.? Please reply via email since I read that most often. I am fkertis@magnolia.net. Snail-mailing address is 777 Timberlane Drive, Vicksburg MS 39180. I have done significant driveline work and have some problems (especially with the Ultramatic). I look forward to conversing with you. Is there a chat forum for 56J? Are there other members near Vicksburg? Thanks.

NOTE: I wrote back to Frank giving him details about our group, and I made the following comment "So, you purchased a 1956 Studebaker Golden Hawk for your wife. What a lucky lady!" Here is his reply:

Thank you very much. As you can see, I figured out the on-line registration

after I emailed you. The site is very well done...and I love the vendors page.

As far as the "lucky lady": she probably doesn't think so. She was very enamored with the car when we first purchased it. But it quickly became a nightmare. The gas tank dropping out of the car was a topper (one of the ears had a metallurgy flaw/crack and dropped when she crossed some railroad tracks in Oklahoma). I am now rebuilding the motor and expect to be on the road again soon. But the Ultramatic has always been sluggish - even after a \$3600 rebuild. I am about ready to give up and try to find a manual transmission conversion. You may want to pass this along. Thanks again.

DAN C. LARSEN CANYON COUNTRY. CA

November 22, 1999

I'd like to take this opportunity to introduce myself to you and the other members of the 56J club. It's 5:30 am Friday morning, the day after Thanksgiving (I'm still feeling stuffed). So I thought I'd get up and write a few lines.

My wife and I own #6030895 56J-K7 1169. We both love the car and look forward to driving it in the future. There is much work to be done on this car. We have owned the car for some time, but it has been in and out of our hands for years at a time. We hope it stays with us now.

The car has a new interior, I'm not sure who did it because it was out of our hands at that time, but it looks pretty good. It's silver pleated vinyl with a velvet like cloth in a dark gray. Since the car will be painted Cambridge gray and Snowcap white tri-level, the interior will fit in nicely.

Some of my problems are that it needs a 1956 trunk lid. I have the paint but can't paint it until I find the proper trunk lid. (I'm not sure what year it has now but it's not right). I'm also missing the wheel well trim on one side (I still need to figure out which side that is). Some day I will sit down and make a list of everything that needs to be done.

The wiring needs going over since a new loom was being installed but was found to be to short or the wrong one or something, but anyway was left partly installed and the rest was left hanging under the dash or under the hood. I did find an outfit on the Internet that will make me a new loom for what seems a reasonable price. (But what a job to install) I also need most of the pot metal pieces rechromed. (Big dollars)

We did have the great pleasure of meeting Joe Hall at a Studebaker meet many years ago in Solvang, and although we lose

track of him at times, we have found him again since joining your 56J club. He never seems to be to far from 29 Palms. I just hope he doesn't go to far away when he leaves the military. We just visited him and his lovely wife and baby last weekend. I needed to take some pictures for reference and Joe was more than accommodating. He is a wealth of information and just a plain all around nice person.

I gave my brother-in-law all of my old Turning Wheels and my manuals some years ago, so I'm going to try to get those back before I order any new literature. Although I have downloaded all the available newsletters, and they are a great source of information. If I can't get those things back I will be ordering your catalog (I probably will anyway you can never have too much information)

Anyway I could go on and on about this car so I think I'll stop for now. I will drop you updates from time to time as I progress.

ROSCOE STELFORD HAMPSHIRE, IL
November 16, 1999

I was looking over one of my parts cars #6033271 and I noticed the front windshield interior trim is black not chrome (I looked in the parts book and see painted is an option) and the rear interior glass trim is body color (yellow) (the parts book only shows chrome on this part). Are most of these chrome? *NOTE: They did make a change late in the model year from chrome to painted interior windshield mouldings. Your serial number would be consistent with that change. On the rear mouldings, You are correct, there is no indication of a change to these, but many members reported that their's (also late in the model run) were different colors instead of stainless.*

GEOFF GOGLE
Mammoth Trucks B.C. Ltd,
186 Woodlands Place,
Penticton, B.C. Canada V2A 3B3
Tel: (250) 494-8941, Fax: (250) 492-2397
Email: mammoth@cnx.net
URL: www.mammothtrucks.com
Mammoth Trucks BC Ltd. <mammoth@cnx.net>
December 14 1999

We clicked on to your web site through "My Classic Car" and read the story, to say the least, it was most impressive.

Having been a great admirer of Studebaker from '53 to '64, particularly Loewy-Burke hardtops and coupes and Packard's from '55 - '56 and yes remarkably the '58 Hawk, I think your specialization is definitely the way to go. My own pet registration project at this time is to try and form a registry of another unique Studebaker, that is the '57-'58 Silver Hawk Hardtop. Yes there is such an animal and I own one. Apparently they were only made in the Canadian Hamilton plant and only 160 were made in '57 and 56 plus minus were produced in '58.

Originating from Southern Africa where the Power Hawk (56) and Silver Hawk (57) were the cars to beat in the Classic era. The franchise holders in Africa denied us the hardtops - possibly they did not know that they existed, although the Silver Hawk was an excellent seller in Southern Africa, its sales figures would have doubled if it was available as a hardtop. At this point you might say "why did not they just buy Golden Hawks?" The story from the Studebaker dealers was, the engines (both Packard and Supercharged Stude) could not run on our (African) low grade fuel, possibly another example of not knowing what the public wants. To vent our frustration of not having a hardtop to compete with the '57 Bel Air (283), '57 Fairlaine 500 (292) and '57 Plymouth Fury (273) we would just go out and blow them away on the drag strip or the highway with our 4 BBL 289's and still get a realistic 25 miles per gallon with our 3 speeds and overdrive on our yearly pilgrimage to the Coast.

You mention the short lived Packard V8 (55 & 56). Maybe yes, maybe no, from my experience in third world countries and observing Russian and Chinese trucks operating there, I came across a Russian O.H.V. V8 from a ZIL truck that was a dead ringer of the Packard V8. This cloning was the order of the day for Eastern Bloc countries (and probably still is) who did not need to re-invent the wheel. There is a strong possibility that "Zil" also used the Packard V8 in their Packard 'clone' Limousines that were very popular in the 'cold war' period as VIP transport in the U.S.S.R and Communist block countries. Lets try and investigate further.

56J ADVISORS GROUP
The following have offered to serve as points of contact if you need help with your car. Include a SASE when writing. I would also appreciate knowing



the outcome of any discussions which I would then pass along in future issues.

Gary Capwell, 1008 Alder N.E., Keizer, Oregon, 97303, 503-390-4588. General help and information.

Dick Dobson (member of *The Florida Packard Club*) North Ft. Myers, Florida, 941-731-9164. Ultramatic advice.

Joseph Hall, P.O. Box 1127, 29 Palms CA 92277, 760-361-4009. Performance, power train, suspension, safety upgrades.

George Shirley, RR 2 Box 247, Dieterich, Illinois 62424 217-739-2452. Car hauling (local?), general repairs, other services.

Bob & Doug Palmbach - *Vogel Electric*, 2312 P Street, Bakersfield CA 93301, 805-323-1995. Electric generator, starter, motors (seat, window, fan, wiper), Any electrical advice or information is free of charge.

HERE WE GROW AGAIN

Please update your rosters as we welcome the following members. **If you move, please remember me when you send out your change of address forms.**

- 295 Al Carbone Box 416
North Bay NY 13123 315-724-4216
- 296 Dan Larsen 26717 Madigan Drive
Canyon Country CA 91351 661-251-0683
Email DJSL80@aol.com
- 297 Thor Evensen KilHusvein 28
N9496 Harstad Norway 770-77402
Email thorev@online.no
- 298 William Hunt 762 Co. Rd. 900 E
Sparland IL 61565 309-469-4461
Email wchunt@bweys.net
- 299 Bob Nusko 3315 Market St.
Pascagoula MS 39567 228-769-2672
Email BoNus.II@AOL.COM
- 300 Mike Gilbert 4949 Almagordo St.
Las Vegas NV 89120 702-898-5387
Email rolltide@lv.rmci.net
- 301 Tom Clarke P. O. Box 98
Miles City Montana 59301 406-232-3353
Email tclarke@midrivers.com
- 302 Randy Nesselrodt 1296 Lawyer Road
Penn Laird VA 22846 800-289-2445

- 303 Frank Kertis 777 Timberlane Drive
Vicksburg MS 39180 601-630-2912
Email fkertis@magnolia.net
- 304 Don Borger RD 4 Box 115
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- 306 Tom Gibilisco 772 portola Terrace
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Email hialegal@aol.com
- 307 Walter Kunz 277 Main St #8
East Aurora NY 14052-1600 716-655-9517
Email wgkunz@aol.com
- 308 Don Zimmer 4850 Bailey Rd. N.E.
Keizer OR 97303 503-393-6842
Email hawkrod@home.com
- 309 Jack Cunningham 15660 Co. Rd. 47
Killen AL 35645 256-757-7933
- 310 Darcy Murphy 5833 Day Rd.
Carbondale IL 62901 618-964-1545
email darcy@engr.siu.edu

NOTICE: In lieu of dues, and to help keep my records correct, registration forms will be mailed out periodically to members who haven't been heard from for several years. If you receive one, please complete and mail it at once or you will be dropped from the mailing list.

WHEEL ESTATE FOR SALE

Due to our infrequent printing schedule, many ads may be quite old. The only way I know if an item is bought or sold is if one of the parties reports the transaction.

56 golden hawk needs resto, eng & trans rebuilt, not much rust yellow & gold, 352 eng, I also have a passenger side NOS parking light housing pt# [CB24364-RH308072] for 1955 stude president make offer, the part is same cond as new. Price of 56 GH is \$2200 obo. Serious only AL. New Jersey oopy@erols.com [609-625-8066]

1956 Golden Hawk, rust free, new Gold & White colored paint, 68,000 actual miles, few extra parts, asking \$8000.00. Bill Hare, 5118 Camp Lane, Amarillo Texas 79110, ph 806-352-8578.

1956 Golden Hawk, auto, PS, PW, car is in primer, no rust, \$2700. Bob Peterson, 5294 Canyon Hill Ct, Castro Valley CA 94546, Tel. 510-582-7328.

1956 Golden Hawk, beautiful repaint, just wet sanded and buffed glossy, Gold & White, re-chromed bumpers, nice interior with new vinyl upholstery, Ultramatic. Needs no work (except tach), runs fine, reliable. All original and solid condition 2 to 2-1/2, asking \$11,500 Charles Payleitner, 122 69th St, Darien IL 60561-3867, 630-241-2594.

1956 Golden Hawk, auto, PS, 30,000 miles, Yellowstone, very nice car. See in November 1997 *TW*, page 27, \$14,000 obo. Call Dan Pinckert, Goshen IN. 219-534-9453 (eve), 800-600-9511 (day).

Studebaker: 1956 Golden Hawk, rust free Arizona car, 352 Packard engine, Chrysler transmission and ignition, GM air conditioning and alternator, runs great, Burgundy interior and exterior. Car plus parts car, plus lots of spare parts including NOS front fenders, \$10,000 for all. Ken Schmidt 2251 N 32nd St. #37, Mesa AZ 85213-2446, Tel: 480-641-5994.

1956 Golden Hawk, Manual/OD, PS, PB, 4.09 rear end, some extra parts, work started, needs restoration. This car was described in issue # 029, serious inquiries only. George Shirley, RR 2 Box 247, Dieterich IL 62424, 217-739-2452.

Shift selector indicator dial part number 1539769, This is a reproduction item from a new mold I made using an original dial as a model, \$21.00 includes shipping. Carole Rossman, 11256 Blue Lake Rd, Holton MI 49425-9729.



Motor Mounts for the Packard Engine on the '56 Golden Hawk, \$125.00 a pair, plus your old mounts or send an additional \$125.00 for core charge. Ken Berry, 2206 Live Oak Circle, Round Rock, Texas 78681.

Rebuilt 56 Golden Hawk fuel pumps, both Carter and AC Delco, \$75 exchange (I must have your old fuel pump, or a \$50 core charge). Add \$10 for shipping. Gary Capwell 1008 Alder Dr.N.E., Keizer, Ore.97303, Phone (503)390-4588 Email mocha56j@aol.com (01/00).

56J water pumps \$65 +\$10 ship. Core deposit of \$45. Have two new sets of .030 rings @ \$30/set. Brent Hagen 6220 SE 55th Portland, OR 97206-6800 Phone (503)771-0604 or (503)335-5096 after 2 pm

pacific or e-mail me:
Brent.Hagen@orport.ang.af.mil (12/99).

Transmission Puke kit-II: Stop that fluid from belching out the dip stick tube on start up, for those who would rather have someone else make it for them. \$5 ppd. Mail check to Brent Hagen, 6220 SE 55th, Portland, OR 97206-6800

I have the following GH parts for sale. They are a hood, deck lid, lower outer door moldings, and some 352 0.20 over pistons and a 374 block. Dwayne Jacobson, 1817 Miller Court, Stevens Point, WI 54481. Phone 715-341-9470 and e-mail studebaker@g2a.net (11/99).

One 56J hood, a set of tail fins, and a 352 V-8 for sale. I also need a lower door outer molding and a lower interior door molding. Dwayne Jacobson, 1817 Miller Ct., Stevens Pt, WI 54481, 715-341-7671.

Studebaker parts, N.O.S. and excellent used parts. Phil's Studebaker, 11250 Harrison Rd., Osceola IN 46561, Ph 219-674-0084, email Stude67@aol.com See our web page at www.studebakervendors.com/phils.htm

HIGH PERFORMANCE Reproduction Parts & Accessories. Lionel Stone Studebaker, 4476 Matilija Avenue, Sherman Oaks CA 91423, 818-990-8916 phone/fax. See our web page: www.studebakervendors.com/lstone.htm

A LARGE STOCK of Studebaker parts from 1934 - 1966, plus locating services. Hours by appointment. Call anytime, especially early evenings and weekends. 25 years Studebaker parts experience, Joliet Studebaker Service, Robert Kapteyn (Sr.), 112 Bissel Street, Joliet, IL 60432, 815-726-1531, FAX: 815-722-7262, Internet: rkapteyn@mcs.com.

Bondo Billy's merchandise web store has T-shirts, sweat shirts, license plates, mugs, steins, mouse pads, etc. Silkscreen or custom printed with photographs & drawings. See our web site at www.bondobilly.com/store.html

NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts. Stephen Allen's Auto, 520 N. W. 55th Street, Gainesville Florida 32607, 352-472-9369. www.studebakervendors.com/saa.htm

STAINLESS STEEL EXHAUSTS available for 1956 Golden Hawks, standard size or 2-1/4" diameter. Stainless Steel OEM style

56J CLUB ITEMS

ALL PROCEEDS HELP MAINTAIN THE CLUB

mufflers for above systems, quiet or loud tone also available. Silvertone Exhaust Systems, 118 Culloden Rd., Ingersoll Ontario Canada N5C 3R1, D. Simmons 519-485-1966, Mon. - Fri. 9 a.m. - 8 p.m. EST. See our web site at: www.studebakervendors.com/silverto.htm

UPHOLSTERY, HEADLINERS, TRUNK MATS for 1956 Golden Hawks. Do this part of your restoration right, too. Rene & Bonita Harger, Phantom Auto Works, 311 E. Anderson Ave., Knoxville TN 37917, Tel: 865-525-6025. www.studebakervendors.phantom.htm

THE PACKARD PAPERS, for the Packard enthusiast, printed on antique letterpress, Packard Ivory paper with black printing. The Packard Papers, 288 Whitmore St., #211, Oakland CA 94611, 510-655-7398.

WANTED

Wanted: All Chrome trim and aluminum lower door/fender mouldings, dual 4 barrel carb intake. Randy Nesselrodt, Tel. 1-800-289-2445 (12/99).

Wanted: I'm in search of a 2-4 barrel intake manifold for my golden hawk. Doug Crall, 16612 Jamestown Forest Dr., Florissant, MO 63034, (314) 355-9951, email ccrall@aol.com

Oil pan for 56J Ultramatic transmission. Bob Modell, 932 Oliver Ave, San Diego, CA 92109, modell@san.rr.com, 858-279-2729.

1 complete air filter, fan shroud, steering wheel, 4 hub caps for 1956 GH. Yvon Beaudry, 931 Principale, St-Paul D'Abbotsford, Quebec J0E 1A0, Tel 450-379-5707 from 7a.m. to 7p.m. You can call collect.

Factory wire hubcaps, also someone reasonable to do my interior in Tennessee. Richard Newmann, 314 Powell Rd., Tullahoma TN 37388.

Lower aluminum trim moldings above the rocker panels for driver side rear quarter and passenger side front fender. Stanley C. Krohn, 206-938-8204 (home), or send FAX to me at 206-938-2326.

MANUALS

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG (includes Update #1). Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, Catalog contains only 1956 Golden Hawk parts and illustrations. 320 pages of specifications, illustrations, parts lists, alphabetic index, numeric index, plus separate lists for service bulletins, utility items, and accessory codes. Hardbound catalog is 3 hole punched and comes in a loose leaf folder with a color cover insert. Softbound catalog has a plastic spiral binding. Indicate Hardbound or Softbound \$25.00.



56GH PARTS CATALOG UPDATE #1 (included in above) \$1.00.

1956 STUDEBAKER GOLDEN HAWK AUTHENTICITY GUIDE. Most of the peculiarities are documented in this guide with 30 photos and all decals shown. The guide is divided into sections covering the engine, exterior, interior, trunk, paint and accessories. \$15.00



STEERING WHEEL COVER

Black on white background. Slides over the top of the 17" steering wheel, washable. \$15.00.



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AIR CLEANER/OIL BATH, yellow/black \$ 4.00.
GENERATOR FIELD TERMINAL TAG, red \$ 1.50.
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PATCH 4-1/2" x 2-1/2" Can be sewn or glued to a cap or shirt. Red on white background. \$3.50



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IN THIS ISSUE

PHIL BRANDT GIVES US HIS SOLUTION ON RESTORING THE GRILL.

GARY CAPWELL ATTACKS THE QUESTION ON ADJUSTING THE FRONT FENDERS.

BRENT HAGEN HAS THE SOLUTION TO THE ULTRAMATIC "BELCH" PROBLEM.

BILL HUNT AND TOM GIBILISCO REGISTER 2 MORE CARS FROM THE DECEMBER 1973 TURNING WHEELS LIST.

JOE HALL HAS NEWS ON THE EFFECTS OF A NEW VIBRATION DAMPER.

BILL LADROGA HAS NEWS ON THE EFFECTS OF AN OLD VIBRATION DAMPER.

PHILIPPE HANS NEEDS HELP TO SOLVE THE PROBLEM OF SQUEAKING BRAKES.

GEOFF GOGLE OFFERS SOME THOUGHTS ON THE LONGEVITY OF THE PACKARD V8.

1956



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